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	CENTRAL INTELLIGENCE AGENCY	REPORT	
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COUNTRY		DATE DIS	
SUBJECT	Danube- Black Sea Canal CONFIDENTIAL	NO. OF PAGES 3	
PLACE		NO. OF ENCLS. 50X1-HUM	
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The state of the s	Medical State of the Control of the	50X1-HUM	
1.	The organization charged with the construction of the canal is known as DGCDM (Directia Generală a Canalul Neagră - General Directorate of the Danube-Black Sea (Direcția Generală a Canalului - Canal General Directorate of the Danube-Black Sea (Direcția Generală a Canalului - Canal General Directorate of the Danube-Black Sea (Direcția Generală a Canalului - Canal General Directorate of the Danube-Black Sea (Direcția Generală a Canalului - Canal General Directorate of the Danube-Black Sea (Direcția Generală a Canalului - Canal Generală a Canalului - Canal Generală a Canalului - Canal Generală a Canalului - Canalu	lui Dunărea-Marea a Canal) or also DGC	
2.	Hosu has the rank of Minister and is nominally in character and a Lipovean. He wand a chauffeur. It is said that although Hosu is the Party representative on this job, Weis, the chief fit Hainne, an engineer, actually direct the work. Both experts in their fields and are members of the Ruman	was formerly a fisherman the Rumanian Workers inancial director, and h Weis and Hainne are	
. 3.	One quarter of the directorate of the canal project have their offices in Bucharest; the remainder are at Eforia.		
4.	Tanaklis is one of the directors at Eforia. A certa accountant at Eforia and is assisted by Carol Hendel		
5 .	All construction work is under the direction of the newly organized Sovrom-constructia which absorbed all other companies in autumn 1949. The "responsible" directors of Sovromconstructia are Soviet citizens.		
6	published information indication 50,000 workers presently employed at the canal. More being done by hand. Only one large exother, smaller machines were seen at Midia but they described	st of the digging is xcavator at Cernavoda; 50X1-HUM	
7.	the Midia port area work on the breakwater had begun and seemed to be progressing rapidly. A diesel electric power plant has been constructed which generates electricity to permit the work in the port to progress at night. Several workers houses, office buildings, a hospital, a water works, and streets have already been built. A narrow gauge railway is in operation from the stone quarry at Canara (north of Constanta) to Midia, to transport stone to the port area. There are plans to extend the main railroad which now runs from Constanta to Mamaia on to Midia through the town of Navodari.		
8.	Navodari, formerly a small village between Canara as CLASSIFICATION CONTROL OF A STATE OF THE PROPERTY OF THE PRO		
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	This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008 Document No Change No	n C ass.	

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CENTRAL INTELLIGENCE AGENCY

constructed and is planned as the town for the port of Midia. An electric power plant and a water works have been built, several houses have been constructed, and streets and parks are being planned and laid out.

9. Directia Regionala a Portului Midia (Regional Headquarters for the Port of Midia) is the subdivision of the DGCIM charged with the supervision

- 9. Directia Regionala a Portului Midia (Regional Headquarters for the Port of Midia) is the subdivision of the DGCDM charged with the supervision of the construction of the port at Midia. This Directia Regionala has its headquarters at Constanta in the building formerly occupied by the Grand Hotel.
- 10. The Regional Headquarters for the Port of Midia has two other subdivisions under its supervision. They are:
 - a. Divizia Geotechnica (Geotechnical Division)
 - b. Divizia Technica si de Planificare (Technical and Planning Division), which works in close relation with Esalonul de Reconstructie (Reconstruction Echelon) and is believed to constitute one and the same subdivision.
- 11. Marin Stancu is the chief of Directia Regionala a Portului Midia; Fccsea is the chief accountant; Constantin Mihale works under Focsea as cashier.
- 12. Mihailescu, a hydraulic engineer, is chief of the Geotechnical Division.
 He formerly worked at Sulina for the Directia Dunarei Maritime (Danube Maritime Headquarters). Mihailescu is not a Communist, but he is employed for his technical ability.

50X1-HUM

13. Mircea Pascu and Titi Popovici are assistants to Mihailescu. They are geologists and conduct soundings along the route of the canal.

50X1-HUM

- Andrei Dron is the engineer in charge of the plans section of Geotachnical Division. This section is charged with the drawing of designs and sketches of the work.

 Bleahu Marcian and Mircea Chiriac assistants to Dron.
- 15. Paris Tanaclis is the chief accountant of Geotechnical Division.
- 16. Geotechnical Division has its headquarters at Constanta at Strada I.V. Stalin (formerly Carol), opposite the park. This section draws the designs and makes the plans for all construction work on the canal from Cernavoda to Midia and conducts soundings all along the route.
- 17. Rica Popovici is the chief engineer of the Technical and Planning
 Division and the Reconstruction Echelon. This section is commonly called
 the Technical Division. Popovici formerly 50X1-HUM
 worked in the ship building yards at Constanta.
- 18. Nelu Gheorghiu is the chief engineer in the plans section of the Technical Division. 50X1-HUM
- 19. Ion Coles and Grigorcea, are two other engineers employed in the
 Technical Division. 50X1-HUM
- Niculae Ionescu and Constantin Manolache are chiefs of the accounting department of Technical Division.
- 21. Technical Division has its headquarters at Constanta at Boulevard Stefan Gheorghiu, 5. This section supervises the construction of buildings and town planning in the various towns on the route of the canal such as Poarta Alba, Navodari, et cetera.

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			50X1-HUM
22.	Romulus Coles is the engineer who supervises the work at the Midia. This work consists principally of the construction water and the dredging of the harbor. Gil Alexandrescu is in charge of the night shift, assisting Coles.	of the break	50X1-HUM

- 23. Mircea Solomon is the engineer in charge of the stone quarry at Canara.
- 24. Sindicatul Canalului (Canal Syndicate) is the name of the trade union for canal workers. All employees of the various sections were obliged to join this union. Ration books were issued to workers only after they had been members of this union for a period of three months. The union called frequent meetings of its members at various sections along the canal. Books on Communist theory were distributed to members of the union who were obliged to study them and report thereon at public meetings.
- 25. A newspaper known as <u>Ganalul</u> is printed at Constanta under the supervision of Canal Syndicate. It publishes news of the progress being made in the work and Communist propaganda. Certain privileges are granted to workers who set production records, and these new records are used to establish higher norms.
- 26. The UTM (Uniunea Tineretului Muncitor Labor Youth Union), the Communist Party youth organization, had a special organization for each division and section at each of the localities along the route of the canal.